

BAY AREA TOLL AUTHORITY

Regional Measure 1 Toll Bridge Projects

Project Monitoring Program

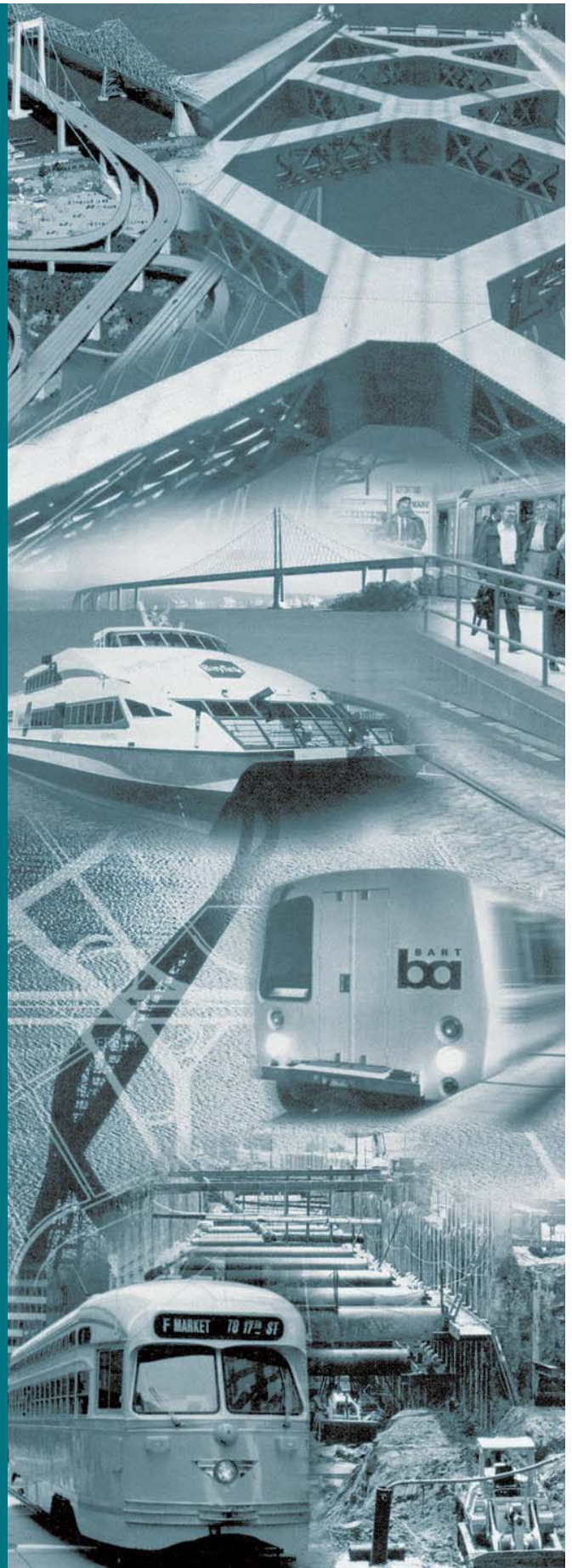
FEBRUARY 2001 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Released March 2001



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Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

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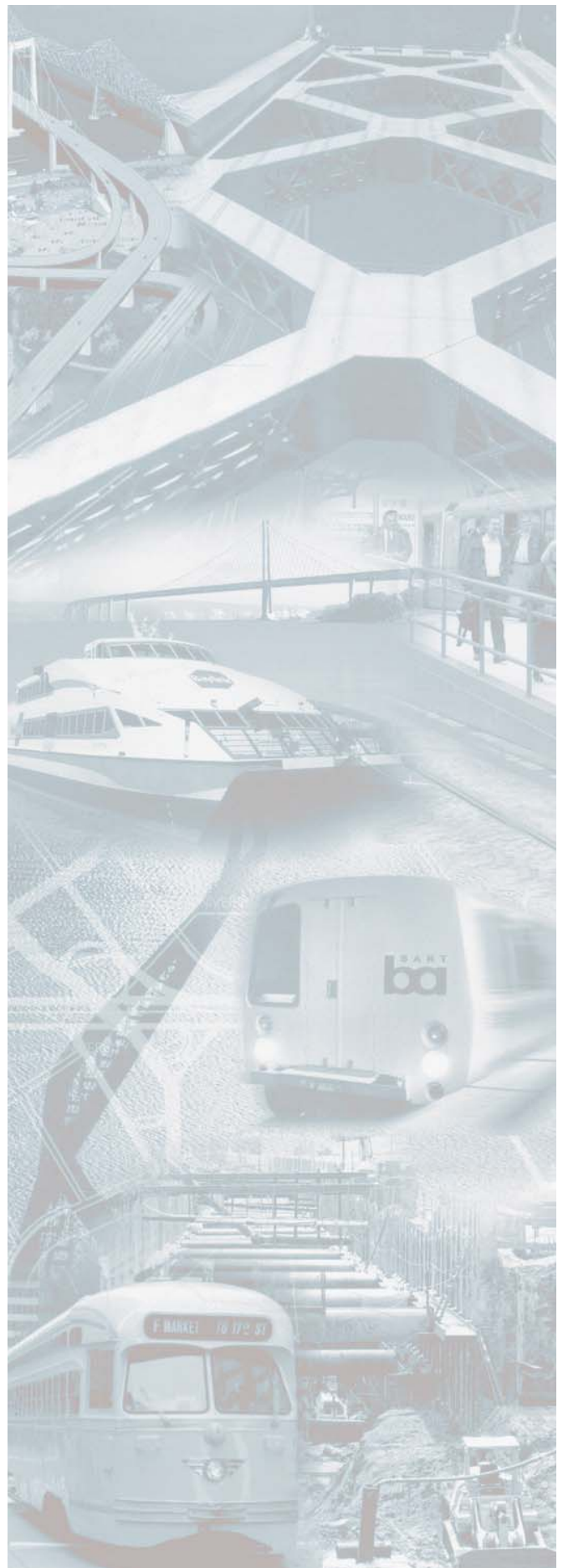
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Prepared by
Bechtel Infrastructure



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA) / Metropolitan Transportation Commission (MTC) for the Regional Measure-1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 PROJECTS



REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - ▶ Trestle and fender rehabilitation
 - ▶ Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed, not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - ▶ US 101/University Avenue interchange reconstruction (non-Caltrans project; completed, included in cost and schedule status summaries and Appendix C for reference)
 - ▶ State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.

Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three levels of detail:

- ▶ Color-coded executive summary of Regional Measure 1 project status (program level)
- ▶ Detailed status of individual bridge projects (project level)
- ▶ Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP

COST

SCHEDULE

New Benicia-Martinez Bridge






Carquinez Bridge Replacement



Richmond-San Rafael Bridge Rehabilitation



Legend:

-  Green = no variance to baseline
-  Yellow = variance to baseline (trend), defined as follows:
 - For Cost: Project (BATA) contingency use may be required
 - For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to baseline, defined as follows:
 - For Cost: Project budget change may be required
 - For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- ▶ Caltrans advertised the main span contract on February 13. Contingent upon completion of BATA's initial financing, bids are scheduled to be opened in May 2001. Other construction contracts to soon follow include the I-680/Marina Vista interchange contracts and the new toll plaza contract.
- ▶ Bechtel has completed an estimate check of three of the four major construction contracts on the New Benicia-Martinez Bridge project – the main span, the I-680/I-780 interchange, and the new toll plaza contracts. The last major contract – the I-680/Marina Vista interchange – remains to be checked. Caltrans has recently completed its detailed estimate of the interchange contract. Bechtel will complete its review of the Caltrans estimate by mid-March. Based on the check estimate, the current estimate for the main span contract appears to be underestimated by as much as \$60 million. Bechtel estimators have identified significant cost pressures from increases in unit rates and quantities, escalation, and additional contingency needs. Due to the potential cost increase identified by Bechtel, BATA finds that a budget increase for the project may be necessary, resulting in a “red” cost status code in the PMP report. Bechtel will prepare a final cost report upon completion of the estimate check of the I-680/Marina Vista interchange contract.
- ▶ Construction on the new bridge is proceeding with multiple operations along the north approach and new bridge. The contractor is continuing with the construction of retaining walls along the north approach and tie-back walls at the north anchorage, rock sockets at the north bridge tower, and the foundation at the south anchorage.
- ▶ Due to the construction problems at the tower foundations of the new bridge, Caltrans is now forecasting the open to traffic date of the new bridge to be September 2003. This is a 5-month delay to the schedule, which has resulted in a ‘red’ schedule status code in the PMP report.
- ▶ As previously reported, a number of items have been identified that are expected to increase the cost of the Carquinez Bridge project, including major change orders due to construction problems at the bridge tower foundations and a significantly underestimated support budget.
- ▶ Based on preliminary estimates, the aforementioned cost overruns of about \$84 million will exhaust available contingency funds including the approximate \$42 million in cost savings from the lower than anticipated bid on the Crockett Interchange and South Approach contract. BATA will need to supplement the project budget by more than \$40 million to cover the cost increases.
- ▶ Contractor meetings commenced in December and are continuing weekly. The contractor is presently preparing contractually required submittals and is mobilizing his offices. The contractor submitted a baseline schedule and is incorporating comments from Caltrans.

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP

COST

SCHEDULE

San Mateo-Hayward Bridge Widening



I-880/SR-92 Interchange Improvement



Dumbarton Bridge West Approach Projects



Legend:



Green = no variance to baseline



Yellow = variance to baseline (trend), defined as follows:

For Cost: Project (BATA) contingency use may be required

For Schedule: Construction contract completion dates delayed by greater than 3 months



Red = variance to baseline, defined as followed:

For Cost: Project budget change may be required

For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

► **Trestle Widening**

Work is ongoing to widen the trestle with concurrent pile driving, bent cap installation, and deck pouring operations. Currently 3,240 feet of bridge deck (out of 23,530 feet total) has been placed. Caltrans is continuing to negotiate with the contractor to resolve issues surrounding design modifications to the girders used on the contract. Caltrans is currently reviewing and analyzing the potential change order and will soon be requesting BATA approval of the change. A material testing issue has slowed the progression of deck pours; Caltrans and the contractor are working to resolve the issue.

► **Road Widening**

The road-widening project is forecasting a mid-May opening of all three westbound and extended HOV lanes. A time extension request for all contract change order (CCO) work between October 2000 and January 2001 is under review by Caltrans.

- A traffic consultant hired by the Alameda County Transportation Authority (ACTA) to perform the operations analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplement to the Draft Environmental Impact Statement/Report (SDEIS/R). The Operational Analysis Report has been delivered to Caltrans and is under review. The report will be incorporated into the SDEIS/R.

- Caltrans has begun to perform preliminary engineering to help maintain the project schedule.

- Caltrans is currently working with the U.S. Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is currently preparing a response to the USCOE comments on Caltrans' permit application. Caltrans is anticipating a USCOE permit in May 2001. Caltrans is also working to secure a Regional Water Quality Control Board permit. Advertisement of the project is anticipated in July 2001.

BAY AREA TOLL AUTHORITY

COST STATUS SUMMARY (COST IN MILLIONS)

PROJECT	Baseline Budget (June 2000)	Current Budget	Current Forecast	Expended To Date (7/98 - 01/01)
Northern Bridge Group				
New Benicia-Martinez Bridge	\$586.0	\$586.0	\$586.0	44.9
Carquinez Bridge Replacement	\$433.2	\$433.2	\$475.3	124.3
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.9
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (<i>non-Caltrans</i>) ¹	\$5.9	\$5.9	\$5.9	2.2
SUB TOTAL - NBG	\$1,123.9	\$1,113.9	\$1,156.0	172.3
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
▶ Widening	\$203.6	\$203.6	\$203.6	63.2
▶ West Approach Replacement Planting	\$0.3	\$0.3	\$0.3	0.0
I-880/SR-92 Interchange Improvement	\$124.2	\$134.2	\$134.2	2.8
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction (<i>non-Caltrans</i>)	\$3.8	\$3.8	\$3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	\$33.8	\$33.8	\$33.8	2.9
SUB TOTAL - SBG	\$365.6	\$375.6	\$375.6	72.6
GRAND TOTAL	\$1,489.5	\$1,489.5	\$1,531.6	244.9

¹For Richmond Parkway, values shown represent portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

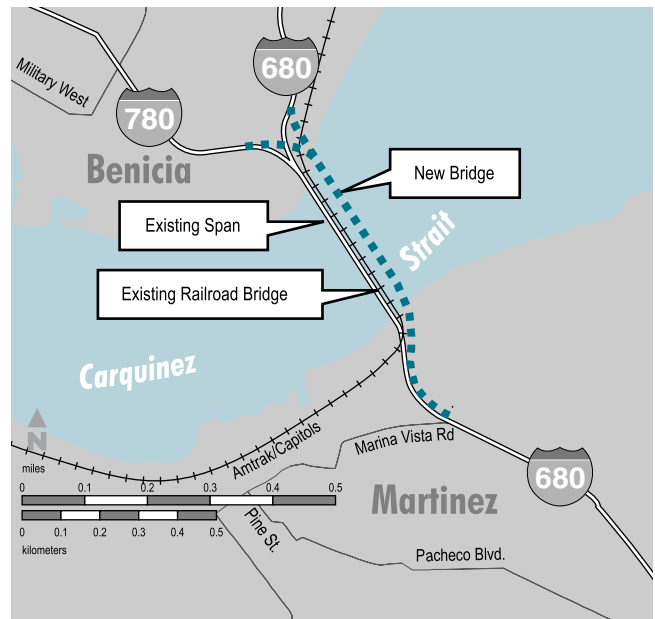
PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current	New Facility Open to Traffic Forecast
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Jan 04	Jun 04
Carquinez Bridge Replacement	Apr 03	Apr 03	Sep 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation	Dec 04 ¹	Dec 04 ¹	Sep 04 ¹
▶ Deck Replacement	Sep 06 ¹	Sep 06 ¹	Sep 06 ¹
Richmond Parkway (Non-Caltrans)	Feb 01	Feb 01	Feb 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting	May 08 ¹	May 08 ¹	May 08 ¹
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange (Non-Caltrans)	Apr 00 ¹	Apr 00 ¹	Apr 00 ¹
▶ Bayfront Expressway (SR-84) Widening	Mar 03 ¹	Mar 03 ¹	Mar 03 ¹

¹ Date shown reflects construction completion; however, the existing facility remains open to traffic during all phases of construction.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- ▶ Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only;
- ▶ Addition of a new bicycle/pedestrian lane on the existing bridge;
- ▶ Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes;
- ▶ Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



Project Construction Photos



South Approach grading



Future new bridge; looking west

Current Activities:

- Final plans, specifications and estimates for the main span have been completed and issued for advertisement on February 13. Other contracts are near design completion and are undergoing final review for advertisement later this year.
- The capital outlay budget for the project has been partially checked by Bechtel. Bechtel's check estimate is currently under review by Caltrans. Preliminary figures indicate a \$60 million increase for the main span.
- On the south approach grading contract surcharge settlement is underway (forecast completion is May 2001), and retaining walls along the approach are under construction. Off-haul of excess material is complete.

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NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
Allocated Capital Outlay						A
South Approach	6.0	7.5	7.5	0.0	3.8	
Other Budgeted Capital	0.0	1.7	1.7	0.0	0.0	
Unallocated Capital Outlay						
New Bridge	247.3	237.2	237.2	0.0	0.0	
Toll Plaza and Administration Building	22.8	22.8	22.8	0.0	0.0	
I-680/Marina Vista Interchange	43.2	43.2	43.2	0.0	0.0	
I-680/I-780 Interchange	80.8	61.4	61.4	0.0	0.0	
Other Budgeted Capital	28.1	28.1	28.1	0.0	0.0	
Capital Outlay Support	78.2	76.8	76.8	0.0	32.5	
Capital ROW	21.1	21.1	21.1	0.0	8.6	
Other Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	55.2	55.2	0.0		
Project Total (a)	586.0	586.0	586.0	0.0	44.9	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Jan 04	Sep 04	+9 months	B
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Dec 03	Mar 04	+3 months	B
I-680/I-780 Interchange	Dec 03	Dec 03	Jul 04	+7 months	B
South Approach	Mar 01	Mar 01	Jan 02	+10 months	C
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	
Project					
New Facility Open to Traffic	Jan 04	Jan 04	Jun 04	+6 months	
NOTES			ACTION		

A: Capital cost estimates are under review by Bechtel to confirm the adequacy of the capital outlay budgets. Preliminary findings indicate a \$60 million increase, as discussed in the Executive Summary, p.3.

Bechtel is to complete the review of the Benicia-Martinez Bridge cost estimate by mid-March.

B: Ongoing negotiations with regulatory agencies over permits and with the railroad over right-of-way access have delayed the project. The construction duration for the new bridge is estimated by Caltrans at 38 months, with a construction start date of July 2001 and a construction completion of September 2004. Bids received that require more than 38 months will be considered non-responsive. The open to traffic date may be delayed; however, with A+B bidding, schedule recovery may be possible.

Caltrans is continuing to work with all parties to resolve outstanding issues. The new bridge contract was advertised on February 13, 2001.

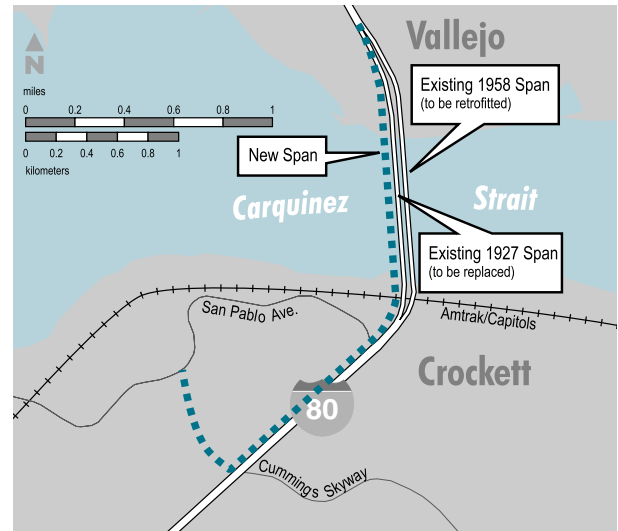
C: There was a delay and associated claim due to issues surrounding utility relocations. This delay will not affect the new facility open to traffic date.

Caltrans is evaluating the claim.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- ▶ Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- ▶ Addition of a new bicycle/pedestrian lane on the new bridge.



Project Construction Photos



Future new bridge; looking northeast



South Pier

Current Activities:

- Construction continues on the main span and north approach contract with ongoing retaining wall construction along the north approach, excavation and pile driving for the north and south anchorages, and construction of the south pier. Installation of steel shell piles for the north tower is complete and rock socket installation has begun.
- The south approach contract commenced work in January 2001 to reroute existing surface streets in Crockett. The eastbound off-ramp from I-80 to Crockett has also been closed in preparation for its demolition. The westbound off-ramp and on-ramp to the Cummins Skyway have been closed.
- The maintenance facility contract commenced work in late January 2001 and has begun clearing and grubbing the site.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
Allocated Capital Outlay						
Replacement Bridge and North Approach	213.7	207.2	238.7	31.5	76.7	A
South Approach and Interchange	116.0	116.0	73.9	-42.2	0.2	
Maintenance Facility (Phases I & II)	7.0	8.3	8.1	-0.2	0.6	
Other Budgeted Capital	8.6	8.6	9.2	0.6	4.0	
Unallocated Capital Outlay						
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	2.0	8.5	4.5	-4.0	0.0	
Capital Outlay Support	43.7	43.7	96.8	53.1	34.9	B
Capital ROW	9.6	9.6	11.1	1.5	7.9	
Project (BATA) Contingency	16.5	15.2	17.1	1.9		
Project Total (a)	433.2	433.2	475.3	42.1	124.3	C

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	Dec 03	Mar 04	+3 months	A
South Approach and Interchange	Oct 04	Oct 04	May 03	-17 months	
Maintenance Facility	Mar 02	Mar 02	Jun 02	+3 months	D
Mitigation Site	Apr 05	Apr 05	Apr 05		
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	+2 months	
Project					
New Facility Open to Traffic	Jan 03	Apr 03	Sept 03	+5 months	

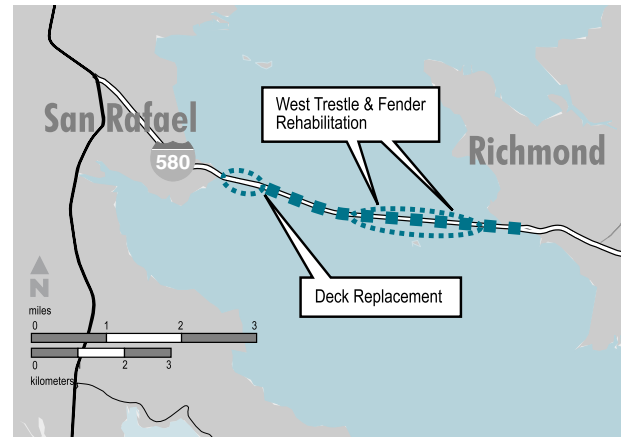
NOTES	ACTION
A: The Replacement Bridge contractor has encountered obstructions and poor rock conditions during pile installation activities at the south tower. The delivery of specialized equipment required to complete the south tower rock sockets, which arrived at the site in late February 2001, and the longer time frames required to complete the work will delay foundation completion beyond the currently scheduled date. Project costs, contract completion, and bridge opening will be impacted.	Caltrans and the contractor are continuing to develop work-arounds to minimize the overall impact of the delays. Refer to the discussion in the Executive Summary, p.3.
B: The Caltrans support cost budget for the project has been underestimated. Additional funds beyond the current support budget will likely be necessary to complete the project.	BATA, Caltrans, and Bechtel will evaluate the consequences to the project and program budget. Refer to the discussion in the Executive Summary, p.3.
C: A preliminary forecast of the final cost for the project, as reported by Caltrans, shows a substantial increase. The cost forecast is preliminary and is subject to change.	BATA and Bechtel are reviewing the estimate of the forecasted cost provided by Caltrans.
D: The contract award was delayed after the first bidder rescinded its bid. The contract was awarded to the second low bidder; the contract completion date was adjusted to accommodate the delay.	The new facility open to traffic date is not affected.

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access – via Interstate 580 – across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- ▶ The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- ▶ The second project is to replace the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Construction Photos



Existing bridge; looking east

Current Activities:

- In November 2000, BATA rescinded toll funding for capital outlay and capital outlay support allocations to the Richmond-San Rafael Bridge Trestle and Fender Rehabilitation Project to match funds owed to BATA per the cooperative agreement with Caltrans. Caltrans has awarded the construction contract and substituted the rescinded funds with other state funds.
- Caltrans and the contractor are meeting on a weekly basis. The contractor is presently preparing contractually required submittals and is mobilizing his field office. The contractor has submitted a baseline schedule and is incorporating comments from Caltrans.

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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
West Trestle and Fender Rehabilitation						
Allocated Capital Outlay						
West Trestle and Fender Rehabilitation	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.9	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.9	
Deck Replacement						
Unallocated Capital Outlay						
Deck Replacement	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.0	
Project Total (a)	98.8	88.8	88.8	0.0	0.9	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Dec 04	Sep 04	-3 months	A
Deck Replacement	Sep 06	Sep 06	Sep 06	0	
Project					
New Facility Open to Traffic					C
NOTES			ACTION		

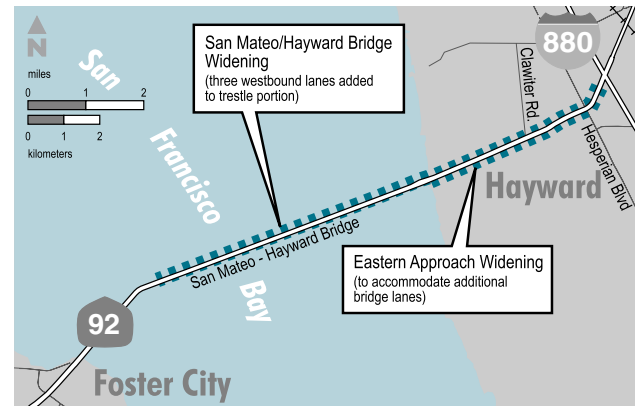
A: The completion date for the trestle and fender contract has been revised to September 2004. None.

C: The existing facility remains open to traffic during all phases of construction.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

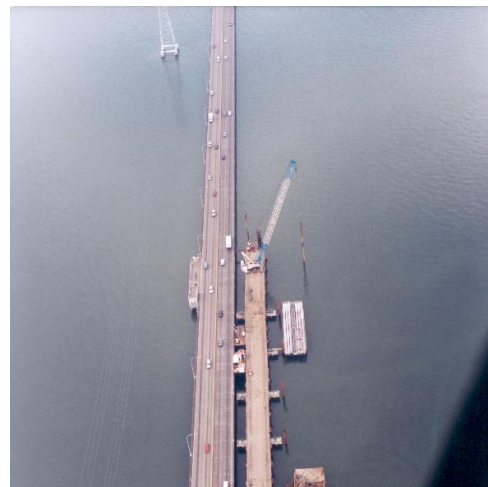
- ▶ Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- ▶ Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- ▶ Construction of a new pedestrian/bicycle overcrossing of State Route 92
- ▶ Expansion of the existing toll plaza
- ▶ Improvements to the Hayward Shoreline Interpretive Center
- ▶ Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay.



Project Construction Photos



Claviter Overcrossing



Trestle looking West

Current Activities:

- Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. Currently 3,240 feet of bridge deck (of 23,530 feet total) has been placed. The current schedule has at least one frame (270 feet) poured per week. The first mile is forecast to be complete by March 2001.
- Construction is progressing on the east approach widening. Traffic has shifted to the recently widened north side of the approach to accommodate widening on the south side.
- Structure work on the roadway widening contract is in progress with deck closure pours and approach slabs at the Industrial and Mt. Eden overcrossings; current forecast for completion is May 2001.
- The Mini Toll Plaza Contract was advertised for bid on January 2, 2001. The bid opening has been postponed to incorporate electronic toll collection into the design.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
Widening						
Allocated Capital Outlay						
Widen Trestle	124.8	124.7	124.7	0.0	35.2	A
Widen Roadway	29.2	26.0	26.0	0.0	16.3	
Construct Mini Toll Plaza	4.4	3.3	3.3	0.0	0.0	
Unallocated Capital Outlay						
Other Budgeted Capital	8.9	12.8	12.8	0.0	0.0	
Capital Outlay Support	15.5	15.5	15.6	+0.1	11.5	B
Capital ROW	1.5	1.5	1.5	0.0	0.2	
Project (BATA) Contingency	19.3	19.8	19.7	-0.1		
Subtotal	203.6	203.6	203.6	0.0	63.2	
West Approach Planting						
Unallocated Capital Outlay						
West Approach Planting	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	203.9	203.9	0.0	63.2	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Dec 02	Jan 03	+1 month	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Nov 02	May 01	-17 months	
Landscape and Environmental Mitigation	Nov 06	Nov 06	Nov 06	0	
Clawiter Rd./RT 92 Int. Improvement	Sep 03	Sep 03	Sep 03	0	
West Approach Replacement Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	
NOTES			ACTION		

A: Caltrans is working with the contractor on the design modifications to the girders. Refer to the discussion in the Executive Summary, p.5.

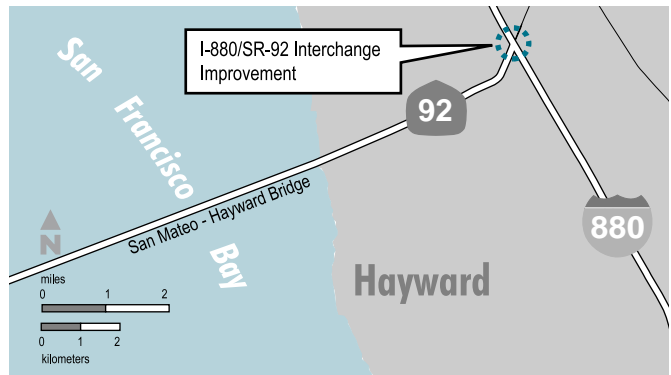
Caltrans is reviewing a change order.

B: The current capital outlay support cost budget may be underestimated.

The capital outlay support estimate is under review by Caltrans, Bechtel, and BATA.

I-880/SR 92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Construction Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- There are no current construction activities.
- A traffic consultant hired by Alameda County Transportation Authority (ACTA) to perform the operation analysis for the project has experienced severe delays due to technical difficulties with the computer simulation models. The delay has affected the release date of the Supplement to the Draft Environmental Impact Statement/Report.
- The Operational Analysis Report was received in January. BATA, Caltrans and ACTA will be meeting on March 1, 2001, to discuss and resolve issues in the report.
- A public hearing to review the environmental report is scheduled for May 2001.
- The project completion date has remained unchanged due to the undertaking of advanced design by Caltrans.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
Unallocated Capital Outlay						
I-880/SR-92 Interchange Improvement	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	2.8	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	2.8	
(a) Totals may be rounded						

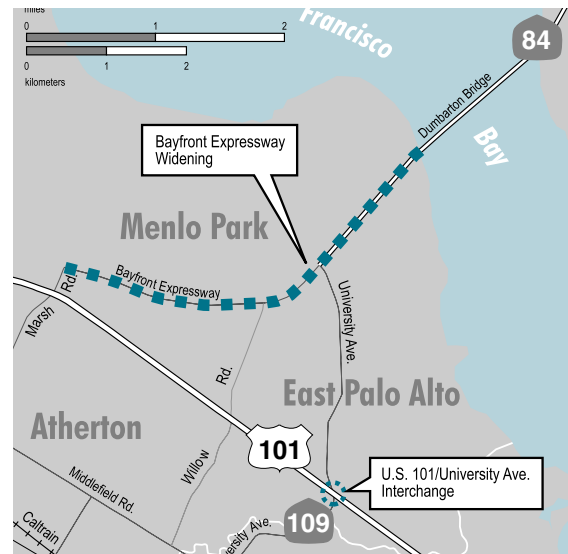
SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	
NOTES	ACTION				

None for this report.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- ▶ The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- ▶ The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Construction Photos



Bayfront Expressway (SR-84) – Existing conditions (looking west)

Current Activities:

- Caltrans is currently working with the US Army Corps of Engineers (USCOE) to resolve wetland impacts by the project. The USCOE has determined that an individual permit is required. Caltrans is preparing a response to the USCOE comments on the permit application.
- Caltrans is working to secure a regional water quality control board permit.
- Advertisement for the project is anticipated in July 2001.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended To Date (7/98-01/01)	Notes
US101/University Avenue Interchange Reconstruction						
Allocated Capital Outlay						
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Unallocated Capital Outlay						
Bayfront Expressway (SR84) Widening	24.8	24.8	24.8	0.0	0.0	
Capital Outlay Support	4.4	4.4	4.4	0.0	2.9	
Capital ROW	1.3	1.3	1.3	0.0	0.0	
Project (BATA) Contingency	3.3	3.3	3.3	0.0		
Subtotal	33.8	33.8	33.8	0.0	2.9	
Project Total (a)	37.6	37.6	37.6	0.0	6.6	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
US 101/University Ave. Interchange Reconstruction (<i>Non-Caltrans</i>)	Apr 00	Apr 00	Apr 00	0	A
Bayfront Expressway (SR84) Widening	Mar 03	Mar 03	Mar 03	0	
Project					
New Facility Open to Traffic	Mar 03	Mar 03	Mar 03	0	
NOTES			ACTION		

A: Project is complete.

None.

APPENDICES

Appendix A: List of Project Budget Adjustments

**Appendix B: List of Approved Contract
Change Orders**

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A - LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project .
01/2001	Current budget for the Benicia-Martinez bridge was revised to reflect allocations by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCOS)
FOR THE MONTH OF FEBRUARY 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement (04-013014)		No approved contract change orders for February 2001.		\$0	
Totals for February 2001³				\$0	

¹CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

²Funding Source(s)

S = Supplemental work

C = Construction contingency

³Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCOS)
FOR THE MONTH OF FEBRUARY 2001**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo- Hayward Widen Trestle (04-045014)		No approved contract change orders for February 2001.		\$0	
Totals for February 2001³				\$0	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCOS)
FOR THE MONTH OF FEBRUARY 2001**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo- Hayward Widen Roadway (04-045034)		No approved contract change orders for February 2001.		\$0	
Totals for February 2001³				\$0	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCOS)
FOR THE MONTH OF FEBRUARY 2001**

Bridge/Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Benicia Bridge (04-01305)		No approved contract change orders for February 2001.		\$0	
Totals for February 2001³				\$0	

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

²Funding Source(s)
S = Supplemental work
C = Construction contingency

³Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun- 00	Current Budget	Current Forecast	Net Change	Expended ¹ To Date (7/98-01/01)	Note
Northern Bridge Group						
Project 2003 - New Benicia-Martinez Bridge						
South Approach						
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	2.7
Capital Right of Way	006099	7.0	7.0	7.0	0.0	7.1
Capital Outlay	006094	6.0	7.5	7.5	0.0	3.8
Total South Approach		16.5	18.0	18.0	0.0	13.6
New Bridge						
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	10.2
Capital Right of Way	006039	5.1	5.1	5.1	0.0	0.7
Capital Outlay	006034	247.3	237.2	237.2	0.0	0.0
Other Non-BATA Funding		0.0	10.1	10.1	0.0	
Total New Bridge		284.2	284.2	284.2	0.0	11.0
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	6.2	6.2	0.0	3.5
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	22.8	22.8	0.0	0.0
Total Toll Plaza & Admin.		29.1	29.1	29.1	0.0	3.5
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	5.2
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.0
Capital Outlay	006054	43.2	43.2	43.2	0.0	0.0
Total I-680/MV I/C		61.4	61.4	61.4	0.0	5.3
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	10.1
Capital Right of Way	006069	1.7	1.7	1.7	0.0	0.7
Capital Outlay	006064	80.8	61.4	61.4	0.0	0.0
Other Non-BATA Funding		0.0	20.9	20.9	0.0	
Total I-680/I-780 I/C		101.2	101.2	101.2	0.0	10.8

¹ Unaudited

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-01/01)	Note
Project 2003 - New Benicia-Martinez Bridge continued							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.1	7.1	0.0	0.7	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	29.7	29.7	0.0	0.0	
Total Other Budgeted Capital		35.2	36.8	36.8	0.0	0.7	
Total Capital Outlay Support		78.2	76.8	76.8	0.0	32.5	
Total Capital Right of Way		21.1	21.1	21.1	0.0	8.6	
Total Capital Outlay		428.2	401.8	401.8	0.0	3.8	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	55.2	55.2	0.0		
Total Benica-Martinez Bridge		586.0	586.0	586.0	0.0	44.9	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	17.5	52.3	34.8	21.0	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	2.6	
Capital Outlay	013014	213.7	207.2	238.7	31.5	76.7	
Total Replacement Br. & N.Approach		234.4	227.7	294.0	66.3	100.3	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	22.6	32.2	9.6	10.7	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	3.8	
Capital Outlay	013054	116.0	116.0	73.9	-42.2	0.2	
Total South Approach & I/C		143.7	143.6	111.1	-32.5	14.7	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	0.7	4.8	1.3	2.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.3	8.1	-0.2	0.6	
Total Maint. Facility Ph I & II		9.3	10.6	14.6	1.2	4.4	
Demoliton - 1927 Bridge							
Capital Outlay Support	01309x	2.0	2.0	4.1	2.1	0.0	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo - 1927 Bridge		18.0	18.0	20.1	2.1	0.0	

Notes:

(a) Includes EA 00608*, 0060A*, 0060C*, 0060F*, 0060G*

(b) Includes EA 00453*, 01301*, 01303*, 01304*, 0130F*

(c) Includes EA 01302*, 01305*, 0130C*, 04700*

(d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-01/01)	Note
Other Budgeted Capital (Allocated and Unallocated)							(e)
Capital Outlay Support		0.6	0.9	3.3	2.4	0.8	
Capital Right of Way		0.0	0.0	1.5	0.0	0.0	
Capital Outlay		10.6	17.1	13.6	-3.5	4.0	
Total Other Budgeted Capital		11.2	18.0	23.1	-1.1	4.8	
Total Capital Outlay Support		43.7	43.7	96.8	53.1	34.9	
Total Capital Right of Way		9.6	9.6	11.1	1.5	7.9	
Total Capital Outlay		363.3	364.6	350.3	-14.3	81.5	
Project (BATA) Contingency		16.5	15.2	17.1	1.9		
Total Carquinez Bridge		433.2	433.2	475.3	42.1	124.3	
Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation							(f)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.9	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0		
Total W. Trestle & Fender Rehab.		39.3	35.4	35.4	0.0	0.9	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total Rich.-San Raf. Br. - Trestle & Fender Rehab.		45.4	35.4	35.4	0.0	0.9	
Project 4002 - Richmond-San Rafael Bridge - Deck Replacement							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0		
Total Deck Replacement		42.0	42.0	42.0	0.0	0.0	
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total Rich.-San Raf Br.- Deck Replace		53.4	53.4	53.4	0.0	0.0	

Notes:

(e) Includes EA 01306*, 01307*, 0130A*, 0130D*, 0130G*

(f) Includes EA 04382*, 04383*, 0438U*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-01/01)	Note
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.2	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.2	
Total Northern Bridge Group		1123.9	1113.9	1156.0	42.1	172.3	

Notes:

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98 - 01/01)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	7.9	7.9	0.0	4.3	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	35.2	
Total Widen Trestle		132.7	132.6	132.6	0.0	39.4	
Widen Roadway							
Capital Outlay Support	04503x	4.3	4.3	4.3	0.0	5.3	(h)
Capital Right of Way	045039	1.0	1.0	1.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	16.3	
Total Widen Roadway		34.5	31.3	31.3	0.0	21.6	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	1.7	1.7	0.0	0.8	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	3.3	3.3	0.0	0.0	
Total Mini Toll Plaza		6.1	5.0	5.0	0.0	0.8	
Other Budgeted Capital							
Capital Outlay Support		1.6	1.6	1.7	0.1	1.1	(i)
Capital Right of Way		0.5	0.5	0.5	0.0	0.2	
Capital Outlay		8.9	12.8	12.8	0.0	0.0	(j)
Total Other Budgeted Capital		11.0	14.9	15.0	0.1	1.3	
Total Capital Outlay Support		15.5	15.5	15.6	0.1	11.5	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.2	
Total Capital Outlay		167.3	166.9	166.9	0.0	51.5	
Project (BATA) Contingency		19.3	19.8	19.7	-0.1		
Total San Mateo-Hayward Bridge		203.6	203.6	203.6	0.0	63.2	
San Mateo-Hayward Bridge West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Total W. Approach Replac. Plant		0.3	0.3	0.3	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total San Mateo-Hayward Br. Replace. Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 00305*, 04501*

(i) Includes EA 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

(j) Current capital outlay budget includes an additional \$4.4 million in unallocated capital outlay due to a bid underrun.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details, cont'd

	EA Number	Baseline Budget Jun- 00	Current Budget	Current Forecast	Net Change	Expended To Date (7/98-01/01)	Note
I-880/SR-92 Interchange Improvement							
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	218	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Total I-880/SR-92 I/C		99.1	109.1	109.1	0.0	2.8	
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
Total I-860/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	2.8	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support	00487x	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	004879	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	004874	3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR 84) Widening							
Capital Outlay Support	00487x	4.4	4.4	4.4	0.0	2.9	
Capital Right of Way	004879	1.3	1.3	1.3	0.0	0.0	
Capital Outlay	004874	24.8	24.8	24.8	0.0	0.0	
Project (BATA) Contingency		3.3	3.3	3.3	0.0		
Total Bayfront Expressway (SR84)		33.8	33.8	33.8	0.0	2.9	
Total Dumbarton Br. W. Approach		37.6	37.6	37.6	0.0	6.6	
Total Southern Bridge Group		365.7	375.6	375.7	10.0	72.6	

Note:

(k) Total reimbursements made to the City of East Palo Alto for current allocations

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.